

The Hongkong Telegraph.

No. 62.

WEDNESDAY, APRIL 5, 1882.

FIVE DOLLARS
PER QUARTER.

Insurances.

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.
(CAPITAL SUBSCRIBED.....\$1,000,000.)

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,

No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [81]

LE CERCLE-TRANSPORTS.
SOCIÉTÉ ANONYME D'ASSURANCE
MARITIME MARSEILLE.

CAPITAL SUBSCRIBED.....15,000,000 Francs.
CAPITAL PAID-UP.....3,750,000 Francs.

The Undersigned, having been appointed AGENTS of the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

AKHOLD, KARBURG & Co.,
Hongkong, 15th June, 1881. [4]

THE CITY OF LONDON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL £2,000,000; PAID-UP.....£200,000.
PAID UP RESERVE FUND.....£50,000.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates, allowing usual discounts.

GEO. R. STEVENS & Co.,
Hongkong, 14th March, 1882. [165]

THE SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

CAPITAL £1,000,000 (One Million Sterling).

UNLIMITED LIABILITY OF SHAREHOLDERS.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT FIRE and MARINE RISKS at Current Rates, allowing usual discounts.

GEO. R. STEVENS & Co.,
Hongkong, 14th March, 1882. [164]

YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00
PERMANENT RESERVE.....Tls. 230,000.00
SPECIAL RESERVE FUND.....Tls. 288,936.17

TOTAL CAPITAL and ACCUMULATIONS.....Tls. 938,936.17
April, 1881. [163]

DIRECTORS:
F. B. FORBES, Esq., Chairman.
M. W. BOYD, Esq.
J. H. PINCKOVS, Esq.
W. MEYERINK, Esq.
F. D. HITCH, Esq.

HEAD OFFICE—SHANGHAI.
Messrs. RUSSELL & Co., secretaries.

LONDON BRANCH.
Messrs. BARRING BROTHERS & Co. Bankers.

RICHARD BLACKWELL, Esq., Agent.
68 and 69, Cornhill, E.C.

POLICES granted on MARINE RISKS to all parts of the World.
Subject to a charge of 12 per cent. for interest on shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business in proportion to the premia paid by them.

RUSSELL & Co.,
Agents.
Hongkong, 23rd January, 1882. [53]

To be Let.

TO LET.

OFFICES in No. 13, QUEEN'S ROAD CENTRAL, ALSO, No. 4, SEYMOUR TERRACE, No. 9, SEYMOUR TERRACE.

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 25th March, 1882. [74]

TO LET.

A LARGE HOUSE, No. 1, CASTLE ROAD. Rent Moderate, and Possession on the 10th of April next. For further Particulars, apply at No. 10, CAINE ROAD.

Hongkong, 30th March, 1882. [166]

TO BE LET.

FROM THE 1ST APRIL, 1882,
THAT LARGE and COMMODIOUS HOUSE, No. 8, ARBUTHNOT ROAD, at present in the occupation of Mr. J. D. HUTCHISON.

Apply to
J. A. CARVALHO,
Hongkong, 9th March, 1882. [147]

Intimations.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBURG & Co.,
Hongkong, 15th June, 1881. [6]

J. AND R. TENNENT'S ALE AND PORTER.
DAVID CORSAR & SONS' MERCHANT NAVY BOILED LONG FLAX CROWN

ARNOLD, KARBURG & Co.,
Hongkong, 15th June, 1881. [5]

RECORD OF AMERICAN and FOREIGN SHIPPING.
Agents,
ARNHOLD, KARBURG & Co.,
Hongkong, 15th June, 1881. [3]

For Sale.

H. FOURNIER & CO.

HAVE FOR SALE, JUST RECEIVED, EX FRENCH MAIL STEAMER
A SPLENDID ASSORTMENT OF
FANCY GOODS.

H. FOURNIER AND COMPANY
HAVE JUST RECEIVED
FANCY PLAYING CARDS.
CRACKERS. BONBONS (Assorted).
CHOCOLATE CREAM.

CHOCOLATE MENIER.
H. FOURNIER & Co.,
Corner of D'Aguilar and Wellington-streets.

H. FOURNIER AND COMPANY
HAVE JUST RECEIVED
FIGS. MALAGA RAISINS.
TABLE PLUMS.

FRUITS IN JUICE (Assorted).
CONFITURES DE ST. JAMES
(in Bottles and Tins).
SYRUPS (Assorted).

HUNTLY and PALMER'S BISCUITS.
ALMONDS and NUTS.
VANILLA. PATE DE FOIE GRAS.
H. FOURNIER & Co.,
Corner of D'Aguilar and Wellington-streets.

H. FOURNIER AND COMPANY
HAVE JUST RECEIVED
NOIX DE VEAU TRUFFEE (in Tins).
COTELETTE DE VEAU (in Tins).

VEAU ROTI. RIS DE VEAU (in Tins).
FRICANDAU (Assorted). TRUFFES.
VEGETABLES (Assorted).
ANCHOVIES in Oil. CAVIAR.

SARDINES in Lemon Juice.
SARDINES in Tomatoes.
SARDINES in Oil.
H. FOURNIER & Co.,
Corner of D'Aguilar and Wellington-streets.

H. FOURNIER AND COMPANY
HAVE JUST RECEIVED
FRENCH and ENGLISH MUSTARD.
SAUSAGES (Assorted).
LYONS SAUSAGES.

FRENCH & SPANISH OLIVES.
FRENCH ISIGNY BUTTER (in 1 and 2 lbs. Tins).
MACCARONI (Assorted) Paste for Soups, Letters, stars, &c. TAPIOCA.

FINE-GROUND MOCHA COFFEE.
H. FOURNIER AND COMPANY
HAVE JUST RECEIVED
AN ASSORTMENT OF CHEESE.

GRUYERE, ROQUEFORT,
DUTCH, CALIFORNIA, CREAM.
H. FOURNIER & Co.,
Corner of D'Aguilar and Wellington-streets.

H. FOURNIER AND COMPANY
HAVE JUST RECEIVED
FRENCH TOBACCO AND CIGARETTES.

ASSORTED PERFUMERY
FROM PINAUD and PIVERT of PARIS.
A large quantity of
FRENCH MINERAL WATERS
in Pints of 100 bottles per Case.

CORK STOPPERS,
for Soda and other Bottles.
H. FOURNIER AND COMPANY
HAVE JUST RECEIVED
AN ASSORTMENT OF CLARETS
in Bottles and Wood.

CHATEAU LAROSE.
CHATEAU LAFFITE.
CHATEAU MARGAUX.
ST. EMILION. MEDOC.
H. FOURNIER & Co.,
Corner of D'Aguilar and Wellington-streets.

H. FOURNIER AND COMPANY
HAVE JUST RECEIVED
AN ASSORTMENT OF WINES.
SAUTERNE. PORTO. SHERRY.

MARSALA.
H. FOURNIER & Co.,
Corner of D'Aguilar and Wellington-streets.

H. FOURNIER AND COMPANY
HAVE JUST RECEIVED
A SHIPMENT OF BRANDY.
FRENCH COGNAC and ABSINTHE.

H. FOURNIER & Co.,
Corner of D'Aguilar and Wellington-streets.

H. FOURNIER AND COMPANY
HAVE JUST RECEIVED
AN ASSORTMENT OF LIQUEURS.
CHARTREUSE (Pints and Quarts).
BENEDICTINE (Pints and Quarts).

MARASCHINO. CURACAO.
ANISSETTE (Marie Brigard).
ANGOSTURA BITTERS.

BOKER'S BITTERS.
KIRSCHWASSER. PEPPERMINT.
VERMOUTH (Nolly Prat).
VERMOUTH (Turino).

H. FOURNIER AND COMPANY
HAVE JUST RECEIVED
A LARGE STOCK OF FANCY SILK
UMBRELLAS.

H. FOURNIER & Co.,
Corner of D'Aguilar and Wellington-streets.

H. FOURNIER AND COMPANY
HAVE JUST RECEIVED
A VARIETY OF OTHER GOODS.
H. FOURNIER & Co.,
Corner of D'Aguilar and Wellington-streets,
HONGKONG.
Hongkong, 22nd March, 1882. [17]

Intimations.

KELLY & WALSH'S LIST OF NEW MUSIC.

NEW DANCE MUSIC.

A Ton Bras Polka.....T. Rieffler.
Light of Love Waltz.....A. G. Crowe.
Scotch Beauties Waltz.....A. G. Crowe.
Princess Toto Galop.....R. Herzen.
Princess Toto Waltz.....R. Herzen.
Day and Night Quadrilles.....W. Williams.
Bonne Chance Polka.....C. Godfrey.

COMIC SONGS.

Blow me up an apple tree.....T. W. Barrett.
We are a merry family.....T. W. Barrett.
Oh Lor, Oh Dear.....E. Foreman.

NEW SONGS.

London Bridge.....Molloy.
The Curfew Bell.....Allis Gower.
Told in the Twilight.....J. L. Molloy.
The Birds and the Cross.....J. L. Molloy.
Shadows of the Past.....C. Marriot.
Over the Garden Wall.....G. D. Fox.

Masonic Valse.....C. Godfrey.
Mirabel Valse.....C. Le Thiere.
Oliveschottische.....C. Marriot.
Lawn Tennis Polka.....C. Godfrey.
Le Premier Pas Polka.....C. Cote.
Violettes Valse.....Waldteufel.
Claire de Lune Valse.....Carl Loti.

ECA DA SILVA & CO.

HAVE JUST LANDED.

EX FRENCH MAIL STEAMER "SAGHALIEN."

A GREAT VARIETY AND FINE ASSORTMENT OF SUMMER GOODS, COMPRISING—

Ladies Richly Trimmed Pongee Silk Costumes; Satin, Linen, and Cambric Costumes, Ready-made Dresses, Lace and Silk Fichus, Cravats, Dressing Gowns, Fine Silk Hose, &c., &c.

Ladies Elegantly Trimmed Parisian Straw Hats and Bonnets, Children's and Babies' Hats and Caps, in Great Variety.

Gentlemen's Parisian Straw and Panama Hats, French Felt Hats, Light Summer Tweed in Pieces for Pants, White and Coloured Linen Drill, Pieces of Touch Cord for Vests, Canvas Shoes, Silk Umbrellas, &c., &c.

Oriza and Penaud's Perfumery in Great Variety, Elegant 3 Sides French Mirrors, Vienna Cigar and Cigarette Cases, Visiting Card Cases, Portmonnaies, Albums, Needle Cases, Needles, Ladies Work Boxes, &c., &c.

ECA DA SILVA & Co.,
48, QUEEN'S ROAD CENTRAL. [9]

Hongkong, April 3rd, 1882.

SAYLE & CO.

ARE NOW SHOWING NEW SPRING AND SUMMER GOODS.

EX "FLEURS CASTLE."
A splendid assortment of French and English Pompadour Prints and Satens. New Patterns in French Percalés. Specialities in Damasses and Black Grenadines.

Nun's Boiges and Vellings. Silk, Lisle Thread, & Cotton Hosiery in all sizes. Irish Linens and Diapers. Irish Millinery. A choice selection of Flowers. Sewing Machine by the leading manufacturers.

N.B.—A few REMNANTS and TOYS left over from the Sale still on offer at greatly REDUCED PRICES.

VICTORIA EXCHANGE, HONGKONG.

Amusements.

THEATRE ROYAL.
CITY HALL, HONGKONG.

UNDER THE PATRONAGE
OF HIS EXCELLENCY THE ADMINISTRATOR,
AND
HIS EXCELLENCY GENERAL DONOVAN.

ITALIAN OPERA COMPANY.
THE SECOND PERFORMANCE OF THE
SECOND SUBSCRIPTION SERIES
OF SIX OPERAS
WILL BE GIVEN ON,
SATURDAY EVENING,
8TH APRIL, 1882,
when will be produced
ROSSINI'S POPULAR OPERA
"IL BARBIERE DI SIVIGLIA."

DRAMATIS PERSONÆ:
IL CONTE D'ALMAVIVA.....Signor VANZETTI.
DOTTOR BARTOLO.....Signor PATERNI.
ROSINA.....Signora SILINI.
FIGARO, BARBIERE.....Signor CORTI.
FIORELLA.....Signor BRUNETTI.
BERTA.....Signora BERTOLINI.

To be followed by
"L'ELISIR D'AMORE."
"POLIUTO."
"FAUST."

The Subscription List is now open at Messrs. KELLY & WALSH'S.

SUBSCRIPTION PRICES.
FAMILY TICKETS.—Admitting 3 Persons, 6 Nights.....\$30.00
SINGLE TICKET.—Admitting 1 Person, 6 Nights.....\$14.00
STALLS.—For 3 Persons, 6 Nights.....\$20.00
STALLS.—For 1 Person, 6 Nights.....\$10.00

PRICES OF ADMISSION:
Dress Circle.....\$3.00
Stalls.....\$2.00
Pit.....\$1.00

Tickets may be obtained at Messrs. KELLY & WALSH'S, and at the Doors on the night of the Performance.

Doors open at 8.30 P.M., Performance to commence at 9 P.M. sharp.

Ladies unaccompanied by Gentlemen cannot be admitted.

A. HÖFLICH, Director and Manager.
Hongkong, 3rd April, 1882. [192]

Hongkong, 3rd April, 1882. [192]

Shipping.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;

VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship

ARABIC, will be despatched for San Francisco, 7th Yokohama, on THURSDAY, 13th April, at THREE P.M.

Connection being made at Yokohama with steamers from Shanghai and Japan Ports.

All PARCELS, PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

A REDUCTION of 25 per cent. made on all RETURN PASSAGE ORDERS issued.

Consular Invoices to accompany Overland, Mexican, Central, and South American Cargo, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, QUEEN'S ROAD CENTRAL.

CHAS. H. HASWELL, JUN., Agent.
Hongkong, 30th March, 1882. [193]

Consignees.

UNION LINE.

NOTICE TO CONSIGNEES.
FROM LONDON, PENANG, AND SINGAPORE.

THE Steamship

ANTONIO, Captain Seabome, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Optional Cargo will be forwarded on to Yokohama, unless notice to the contrary be given before Noon TO-DAY, the 3rd instant.

All Claims against the steamer must be presented to the Undersigned on or before the 12th instant, or they will not be recognised.

RUSSELL & Co., Agents.
Hongkong, 3rd April, 1882. [200]

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG, AND SINGAPORE.

THE steamship

JAPAN, Captain T. S. Gardner, having arrived from the above Ports, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding her discharge or remaining on board after the 10th instant, will be landed and stored at Consignees' risk and expense and no Fire Insurance will be effected.

Consignees are hereby informed, that any claims must be made immediately, as none will be entertained after the 12th instant.

DAVID SASSOON, SONS & Co., Agents.
Hongkong, 3rd April, 1882. [205]

Intimations.

THE ORIENTAL TELEPHONE COMPANY, LIMITED, CONNECTED WITH THE GREAT NORTHERN TELEGRAPH COMPANY.

HIS EXCELLENCY THE GOVERNOR having been pleased, under date of 11th February last, to grant ALEXANDER GRAHAM BELL of Washington and THOMAS ALVA EDISON of New Jersey "LETTERS PATENT" for their TELEPHONIC INVENTIONS in this Colony, and the said Letters Patent being held by the above Companies (as their Agents), the Public of Hongkong are hereby notified that the above-named Companies claim the sole right of introducing or selling or making public use of the said two Patented INVENTIONS or any other TELEPHONIC INSTRUMENTS based upon or being an improvement of their Inventions.

A. SUENSON, superintendent.
Hongkong, April 3rd, 1882. [208]

ITALIAN OPERA COMPANY.

OWING to the Company's unprecedented success, a SECOND SERIES OF

SUBSCRIPTION OPERAS has been arranged. The series will include—

"LUCREZIA BORGIA."
"SAFFO."
"IL BARBIERE DI SIVIGLIA."
"L'ELISIR D'AMORE."
"POLIUTO."
"FAUST."

The Subscription List is NOW OPEN at Messrs. KELLY & WALSH'S.
Hongkong, 28th March, 1882. [189]

COMPOSITORS WANTED.

WANTED, for the "HONGKONG TELEGRAPH" a few FIRST-CLASS COMPOSITORS. Competent men who have had newspaper experience will be liberally dealt with.

Apply, personally, to the Proprietor, of the "HONGKONG TELEGRAPH," No. 6, Peddar's Hill, Hongkong, 31st March, 1882.

Shipping.

FOR VICTORIA, BRITISH COLUMBIA.

THE Steamship

ESCAMBIA, Captain Purvis, will be despatched for the above Port, TO-MORROW, the 6th instant, at THREE P.M.

For Freight or Passage, apply to
RUSSELL & Co.,
Hongkong, 3rd April, 1882. [202]

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, PERSIAN GULF PORTS, OMAN, and the MEDITERRANEAN PORTS).

THE Company's Steamship

VORWARTS, Captain G. Marussig, will be despatched TO-MORROW, the 6th inst., at FOUR P.M.

For further Particulars, apply to
MELCHERS & Co., Agents.
Hongkong, 22nd March, 1882. [180]

FOR SAN FRANCISCO, VIA YOKOHAMA.

THE 100 At British Steamship

ALTONOWER, Captain Murray, will be despatched for the above Port, on SATURDAY, the 8th inst., at FOUR P.M.

For Freight or Passage, apply to
RUSSELL & Co.,
Hongkong, 29th March, 1882. [190]

FOR NEW YORK.

MARY WHITRIDGE, Freeman, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.,
Hongkong, 16th February, 1882. [114]

FOR NEW YORK.

THE 3/3 L. 1. American Bark

JAS. A. BORLAND, Captain J. H. Kent, will load here for the above Port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Hongkong, 4th April, 1882. [206]

FOR NEW YORK.

THE 3/3 L. 1. American Bark

NEELY M. SLADE, D. Gould, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Hongkong, 9th March, 1882. [184]

FOR LONDON (DIRECT).

THE "AA 1. British Iron Bark

ENDIMION, Captain T. Richardson, will load for the above Port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Hongkong, 23rd March, 1882. [182]

FOR HAVRE AND LONDON.

THE At British Bark

LUCLA, C. Crowley, Master, will load for the above Ports and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Hongkong, 24th February, 1882. [124]

FOR VICTORIA, VANCOUVER'S ISLAND.

THE American Ship

SUMATRA, Rock, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.,
Hongkong, 13th February, 1882. [110]

FOR PORTLAND (OREGON).

THE 3/3 L. 1. German ship

FRITZ, F. Lankenan, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
MELCHERS & Co., Agents.
Hongkong, 16th February, 1882. [116]

FOR PORTLAND, OREGON.

THE 3/3 L. 1. American Bark

EDWIN REED, Gilmour, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL &

Intimations.

A. S. WATSON & CO.
WHOLESALE AND RETAIL
DRUGGISTS,
GENERAL CHEMISTS,

AND
Manufacturers of the following
AERATED WATERS,
viz:
SODA, TONIC, SASSAPARILLA,
AND POTASH, LEMONADE,
GINGERADE, RASPBERRYADE,
AND PHOSPHORIC CHAMPAGNE.

Deliveries in Town and Harbour from
7 A.M. to 7 P.M.

SHIPS' MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

Prompt Attention given to Coast Orders.

HONGKONG DISPENSARY,
HONGKONG.
SHANGHAI PHARMACY,
SHANGHAI.
CANTON DISPENSARY,
CANTON.
THE DISPENSARY,
FOOCHOW.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to subscriptions, advertisements, &c., be addressed to the "Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication; but as evidence of good faith.

While the columns of the *Hongkong Telegraph* will always be open for the fair discussion of all questions affecting the public interest, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK, so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish *The Hongkong Telegraph* daily at 4 P.M. subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, APRIL 5, 1882.

Sanitation in Hongkong is a much vexed question, and has even been elevated by our contemporaries into one of political significance in order to fulfill their constant aim of abusing GOVERNOR HENNESSY. In fact the whole question has, through their persistent representations, become so involved that it may be worth while to endeavour to clear it from the mists of controversy and place it before the public in a fair and accurate light. The first occasion on which the matter was brought prominently to official notice seems to have been in January, 1874, when the Colonial Surgeon made certain disclosures respecting the sanitary condition of the colony sufficiently alarming to startle even Sir A. KENNEDY for the moment out of his usual lethargy, and which induced him to minute the report as a "horrible revelation." Mr. GARDINER AUSTIN followed suit, describing the report as "reflecting seriously upon the Government in respect to the past, and throwing much responsibility upon it as regards the future." This report was supplemented by another, dated 5th April, 1875, being in fact Dr. AYRES's Annual report for the year 1874, and it is specially noteworthy that considerable portions of this document, reflecting on the sanitary condition of the Colony, were suppressed by order of the Acting Colonial Secretary, Mr. C. C. SMITH, and that this course was apparently acquiesced in by the then Attorney General, Mr. BRAMSTON, who now holds high office in Downing Street. In that report Dr. AYRES went very fully into the sanitary condition of the Colony, and reiterated his "horrible revelation." But, notwithstanding the momentary commotion which these disclosures created, little was done during the Kennedy régime towards really remedying the evils complained of. We have Lord KIMBERLEY's admission of this in his despatch of 26th Nov. 1880, and we are indeed astonished at the cool effrontery of Mr. PAICE in dwelling no less than three times in his letter to the Secretary of State of 15th August last on the excellence of the sanitary arrangements which existed during the administration of Sir A. KENNEDY when, as he states, the colony "was said to be the cleanest in the East." We leave Mr. PAICE to reconcile these reckless statements with those contained in the published official reports of that period, as well as Dr. AYRES's report of 5th April, 1875, of the existence of which, as well as of the sanitary facts it

disclosed, it must be remembered, that Governor HENNESSY was in entire ignorance until the end of June 1880, though Mr. PAICE well knew its contents from the time it was written. Governor HENNESSY however, within a month of his arrival, took up the sanitary question in earnest, and we find, not only that he animadverted on the very objectionable arrangement then in force of depositing ordure in Lap-sap-wan without deodorizing it with dry earth, but that he held the Colonial Surgeon responsible for any unnecessary delay there might be in remedying this danger to the health of the colony by the simple means which His Excellency pointed out. The sanitary arrangements of the houses at the Peak at the same time engaged the Governor's attention, and the result of a special report showed that the sewage of many of these houses was actually discharged into the ravine in which the Pok-fu-lum reservoir is situated; and this was ordered to be immediately stopped. Dr. AYRES was evidently opposed to the dry earth system from the first, and it is but fair to him to say he has been consistent throughout. On the 29th May, 1877, we find Dr. AYRES, in reply to the Governor's minute, stating "Nothing can be done here on the dry earth system," and it was only after the strongest remonstrances that the system was brought into operation which has been found to work advantageously wherever tried. The Governor referred the matter home to the Secretary of State, and it would seem that Sir M. H. BEACH was disposed to agree with the Governor's view, at all events more completely than does Lord KIMBERLEY. Sir JOHN POPE HENNESSY, as these reports show, continued to devote considerable attention to the question, and was able to inform the Secretary of State in July 1878 that he had stopped the depositing of sewage at Belcher's Bay, and that a kiln had been constructed, to supply the necessary quantity of dry earth for the Gaol and Government establishments; and on the 8th October, 1878, the Governor had the satisfaction of receiving the report of Dr. O'BRIEN and Dr. WELLS Inspector General of Naval Hospitals, that "The sanitary arrangements of the Gaol are good; the dry earth system recently introduced works well."

In weighing this matter thoroughly, it is incumbent to bear in mind what the Governor has specially urged from the outset, viz: that the questions of water supply and sewage are entirely separate, and must be considered separately.

It has always been understood, in the numerous discussions which have taken place, that the issue between Governor HENNESSY and Messrs. AYRES and PAICE, was that, while the one advocated a proper hand bucket system supplemented by dry earth as a deodorizing agent, the others were in favour of water closets flushed by water leading to the sea through trapped subterranean drains. It now seems that Dr. AYRES and Mr. PAICE have changed their positions, for in Mr. PAICE's letter of last August, in which he so completely identifies Dr. AYRES with the views he expresses, he states that he only advocates it for Hospitals, and quotes the opinion of a high sanitary authority "in England, who is said to have stated that only a madman would seek to introduce the dry earth system into the walls of a hospital in preference to water closets, provided there were an ample supply of water available." There are plenty of sound authorities throughout India, China, Japan, the Straits, and Tropics generally, who would dispute this dictum, and who would probably hold a similar opinion of any one trying to introduce the water closet system. Mr. PAICE goes further, and commits himself to a statement inferring that dry earth has not disinfectant properties. In sufficient quantity it has always been considered a disinfectant; if it is not, then our whole burial system has to be altered. Moreover, as regards the point Mr. PAICE here attempts to make, we have only to say that it would be a curiously conducted Hospital which could not command a sufficiency of dry earth for the purpose, to say nothing of other disinfectants if considered necessary or which would allow the "accumulation" which he describes "to remain for hours in contact with the surrounding air, disseminating the seeds of possible infection." As the result of a careful study of this question, we are firmly of opinion that, considering the climate, people and position of this city, a proper hand bucket system, supplemented by a deodorizing agent, is the best system to adopt generally throughout the colony; much of the garbage also, we think can be carried away and utilized leaving only the sullage for the house drains, which doubtless require improving considerably. The difficulty of effectually grappling with the sewage question—and utilizing sewage—is increasing every day in Europe and America, but it has been solved from remote times by all the principal nations of Asia; and look where you will on the adjacent continent

the hand bucket system supplies a simple, economical, beneficial, and efficacious manner of dealing with that portion of sewage which is most troublesome in western countries; though the dry earth is a very desirable adjunct to it. Again, it is established as a scientific fact beyond dispute that a large proportion of diseases afflicting society in western countries are of germ origin, and to prevent the spread of these diseases the obvious mode is to remove the germs in time or to destroy them altogether. Who will deny that sewage contains those germs of disease, or claim that mixing with water destroys them? It follows then, that the longer they are held until deposited in river or sea the greater risk is run. Another indisputable fact is, that water, holding in mechanical solution or suspension any substances, will precipitate them when coming into contact with any body of greater density than itself. Consequently the fresh water from the sewers when discharged against the salt water immediately precipitates the material which it holds in mechanical solution, and only what it holds in chemical solution is carried off if the tides are sufficiently strong.

The difficulty and expense of carrying off sewage to a sufficient distance in a tidal harbour, so as to be harmless, can be illustrated by the fact that at New York according to calculation upwards of 50 gallons of water per head daily is necessary for this purpose. In a harbour like that of Hongkong any process to overcome the difficulty would necessarily be costly of construction and expensive to maintain. We leave out of consideration the difficulty in the way of enforcing the necessary alterations, and compelling owners of property to find the funds requisite for carrying out the costly system favoured by Messrs. PAICE and AYRES, as we take objection to the proposal on the strongest sanitary grounds and can claim high authorities to support us. One word with regard to the less unpleasant refuse. Many large cities in England, such as Leeds, Warrington, Blackburn, Nottingham and Derby, as well as American cities are utilizing their refuse by what is called a "Garbage destructor and Carbonizer" and this not only does not cause any nuisance in the vicinity of the *deposits*, but actually pays for itself; and the refuse of these towns, which might under other circumstances, be deposited in places where it would become a hotbed of disease, is effectually destroyed or utilized, and the vegetable and other refuse converted into charcoal by the Carbonizer realizes as much as 30 shillings a ton. In other words, who can doubt that what is now being applied in England and America in the utilization of one description of sewage would certainly be applied to the utilization of the other, especially as it is far more valuable, if it were not for the fact that the towns in question have already an expensive system of subterranean sewage drainage. Such then are some of the reasons why we unhesitatingly agree with Governor HENNESSY in his sanitary policy for the utilization of sewage.

Those of our readers who know nothing of the scientific side of the question of sewage, can obtain practical illustration of what the introduction of a network of underground drains actually means for this colony, by walking along the Praya any morning when the tide is receding. The whole of the Praya, but more particularly at Peddar's Wharf, in front of the Artillery Barracks, and at the Blue Buildings, reeks with the stench of the sewage from the city, which has been run through the drains into the harbour, and thrown back by the ever varying currents on to the beach, where it lies for days disseminating the germs of disease through the polluted air. This is no exaggerated statement, and any person can satisfy himself on the subject without any trouble. It is a most extraordinary circumstance that the professional experts, the advocates of the drain system, have never alluded to the peculiar currents of Hongkong harbour, which present insuperable difficulties to the success of their pet scheme. It is to be hoped that Mr. Chadwick will not shut his eyes to the actual truth, or be misled by the gratuitous opinions and advice of interested partisans.

We have lately received several copies of *O Argus* a Portuguese journal published in Yokohama. With the exception of the recently resuscitated *O Macanese* the *Argus* is the only newspaper in the Portuguese language published in the Far East. It is a very small sheet, and being printed by Japanese in a native printing office is not altogether faultlessly got up. However it is a meritorious little journal in many respects, and as the proprietor intends to enlarge it on the 1st of June, we doubt not that a prosperous career will reward his enterprise. In the meantime it is gratifying to learn that the *Argus* receives extensive support from Portuguese in all parts of the world. We have observed flattering references to the little paper in several home journals such as the *A Liberdade* of Lisbon, *A Falha Nova* of Oporto and the *O Povo do Aveiro* of Aveiro, and if our testimony is of any value, we are glad to be able to heartily commend Mr. P. E. da Silva, the Editor, for the good work he has already done. Considering the large number of Portuguese residents in the Far East, and the well known literary instincts of the race, it is a matter for surprise that Portuguese journals are so few and far between.

LATEST advices from the North state that Li Hung Chang has it in contemplation to send back to the United States fifty of the students who returned to China last year, in order that they may complete their education.

THE *Daily Press* of this date—our so-called morning paper—gives a list of passengers who departed yesterday per mail steamer *Deccan*. The *Deccan* left Hongkong this morning about seven o'clock, and a notice to that effect appeared in last night's *China Mail*. The *Daily Press* is indeed a reliable authority for a confiding public to trust in.

ON Sunday, March 26th, says the *Amoy Gazette* Mr. Russell, Acting Commissioner of Customs, Messrs. Merrill, Muller, Abbott and Kerr were entertained at a picnic by the Chinese employees of the Customs, at the Hong Lim Garden. The picnic was given in honor of the intended departure from this port, of Messrs. Russell and Merrill, on leave of absence granted them by the Inspector General.

THE Bombay Government have published a resolution stating that as there is no chance of the Rajah of Kolhapore being restored to sanity, the Chief of Kagal has been appointed regent with a Council of three consisting of the Dewan, chief justice, and chief revenue officer to assist him. The regency will remain in force for such time as the Rajah De Jure shall be incapable of acting. The administration will be carried on in his name and in accordance with the state traditions.

We learn that His Excellency the Governor of Macao has received a telegram from the Commander of the Portuguese transport *Africa*, which lately left the neighbouring colony with the head-quarters of the Macao battalion bound for Lisbon, to the effect that a mutiny had occurred on board the vessel shortly after her departure from Singapore. Although the details of the mutiny have not been received, we understand the telegram states that some 30 persons, including two ladies, lost their lives before order was restored.

It is rumoured that Lord Kimberley's decision in the Johnson-Hayllar-Eitel case reached here by last mail, and that the Secretary of State completely supports Governor HENNESSY in his decision that the investigation sought by Mr. Johnson was unnecessary. It is to be hoped that Mr. F. Bulkeley Johnson will profit by this lesson and exercise more discretion in his future public career than he exhibited throughout this lamentable affair. Our columns are at Mr. Johnson's service if he is desirous of publishing the letter he is credited with having received from the Earl of Kimberley.

THE following vessels have been chartered in Amoy during the fortnight ended March 30th:—*Milda Maria*, 6,200 piculs, Newchwang to Amoy, 18 lay days, 33 cents; if to Hongkong 40 cents per picul. *E. von Beaulieu*, 7,800 piculs, Taiwanfoo, Chefoo and back to Amoy, 30 lay days, \$2,350. *Luisa*, 7,500 piculs, Newchwang to Amoy, 18 lay days, \$2,050; after completion of her Foochow Tientsin charter. *Kjohennann*, 8,000 piculs, Foochow to Tientsin, 20 lay days, \$2,650. *Beta*, 9,600 piculs, Takao to Yokohama, 28 lay days, 30 cents per picul. *John Potts*, 10,500 piculs, Takao to Sydney, Private terms. *Lee Yih*, 5,000 piculs, Taiwanfoo to Tientsin, 15 lay days, \$1,500.—*Amoy Gazette*.

THE *Daily Press* of this morning, in its usual three quarters of a column of childish twaddle which serves the purpose of a leader, says: "There can now be little room for doubt as to the truth of the report that Sir John Pope Hennessy has been virtually recalled." It is only a few weeks since our contemporary committed itself to the statement that Governor HENNESSY had been formally recalled in disgrace. The oracle of the morning journal is apparently the only person in Hongkong ignorant of what has been universally recognised as an undoubted fact; namely, that the report circulated announcing the Governor's recall was a contemptible *canard* worthy of the person to whose fertile imagination it owed its birth.

A ROBBERY of a most daring nature says the *Amoy Gazette* was perpetrated three nights ago on the island of Koo-lung-soo. It appears that a wedding is shortly to take place at the residence of one Nug Koo Joo and as is customary among rich celebrities on such occasions, valuable presents consisting of jewellery, wearing apparel &c. were about to be forwarded to the bride on the following day. It seems the robbers got scent of the intended presents and eight men well armed with painted faces effected an entrance into the said house and carried off five boxes with their contents besides a couple hundred of dollars. On the matter being represented to the Deputy by the owner of the lost property he was coolly told that he is stationed on the island to look after foreign interests only and that the case should be laid before the authorities in Amoy.

RUMOURS of trouble says the *Japan Mail* between the crew of some foreign ship and the Koreans continue to be rife. The *Hochi Shinbun* to-day places the scene of the affair at an island called Saishiu, which forms part of the province of Zenra. The inhabitants of this island are said to be semi-barbarous, ignorant of the existence of any country other than Korea itself. The impression conveyed to them by the aspect of a huge foreign merchantman and her strange looking inmates, was that the former must be something devilish, and the latter, monsters. No sooner accordingly had the crew commenced to land than they were attacked by the natives who killed two or three of the intruders. The story goes on to say that the latter subsequently made their way to the capital, Seoul, and demanded redress, but the sequel is still to be told. Meanwhile it is said that the Government of Korea is busied with schemes of reform which extend to almost every department of the administration, but details are too meagre to furnish material for discussion. Amongst other things a bank, or something resembling a bank, at Fusan with branches at Jinsen and Yokohama, is reported to be on the tapis.

THE Danish steamer *Fyen* was undocked at Kowloon this afternoon.

THE First Cohort for the summer season will be held in the Temperance Hall this evening.

THE Band of the Buffs will (weather permitting) play in the Public Gardens this evening, commencing at 9 o'clock.

RETURN of visitors to the City Hall Museum for the week ending April 2nd, 1882:—Europeans, 262; Chinese, 2,910; total 3,172.

LIEUTENANT Allen of the Buffs has been appointed to temporarily perform the duties of Aide-de-Camp to His Excellency Major General Sargent, C.B., pending the sanction of the home authorities.

CAPTAIN VON BLANC of the German Corvette *storch* paid a visit to the French flag-ship *La Victorie* this morning, and received the customary salute on leaving.

QUARTERMASTER EDWARDS, who arrived by the steamship *Cyclops* on the 3rd instant, has come out for duty in the Ordnance store Department, to which he belongs, and is the first Quartermaster of that Department under the revised constitution of February 1880, who has been sent to Hongkong.

POLICE sergeant Hanson being still unable to leave hospital, where he has been now since the 12th of last month from the effects of the desperate attack made upon by a Chinaman near the Peak, the case of assault with intent to commit a felony, against the prisoner, was further remanded till the 13th instant at 2.30 a.m.

SCHOOL Master Tripp of the Buffs was united in the bands of holy matrimony, at the Cathedral yesterday morning, to a Miss Cochrane, a sister, we hear, of our worthy Inspector of Police of that name. Mr. Quinn, the Bandmaster of the Buffs, acted as "best man." The happy couple gave a party at Murray Barracks in the evening to their friends.

UPON the shooting case coming on again this morning at the Police Court, Mr. Wodehouse observed to Mr. Caldwell, who was present on behalf of the prisoners, that he demanded the case yesterday, as he thought it would be only fair that the defendants should have the benefit of their solicitor's advice as to making their defence there, or at the Supreme Court. Mr. Caldwell said he must advise them to reserve their defence and asked if it was intended to take the evidence of Police Constable Dick, who had taken part in the arrest of the prisoners. Mr. Wodehouse said it was not, and committed both prisoners for trial.

THE European element of the Police Force was further reduced yesterday by the departure for home of Constable Stewart, who has been invalided after a very short service in the Colony. We hear there are now some twelve vacancies in the European branch of the force, and that although reinforcements from home were applied for last November, nothing has been yet heard about any men coming out. The keeping up of the European portion of the Force to its full strength being a matter of considerable importance to the efficient policing of the Colony, we hope to see the vacancies that exist shortly filled up.

It must have been particularly gratifying to Mr. J. H. Ackroyd, the new Registrar of the Supreme Court, to receive such a testimony of respect and esteem as that which was bestowed upon him on his departure from Mauritius. From all we can gather, this tribute was in every way deserved, for we notice that, not to speak of his having been an active Magistrate, there was hardly an intellectual or benevolent institution in that Colony which did not number Mr. Ackroyd amongst its most energetic members. It is some satisfaction to us to feel that we have in the new Registrar of the Supreme Court a gentleman of action and of wide experience and depth of views.

REAR ADMIRAL MEYER, the new French Commander-in-Chief of the China and Japan squadron, landed officially at Murray Wharf this afternoon, under a salute from the shore battery. A Guard of Honour of the Buffs, with the Band and regimental colours, under the command of Captain Davis, was drawn up above the wharf, on the Cricket Ground, to receive the Admiral, and as he advanced up the wharf, the Guard presented arms, the Band playing the General salute. The Admiral, who is a bluff hearty looking old gentleman, wearing several decorations, was accompanied by two other French Naval Officers. Chairs from Government House were in waiting at the Wharf to convey the party, who immediately proceeded thither.

THE Hongkong journals that denounced Governor HENNESSY's action in the celebrated cases arising out of the alleged overcrowding of the Canton river steamers are likely to have an opportunity of showing their consistency by treating Mr. W. H. Marsh to a similar load of undeserved abuse. It has been current talk in the colony for some considerable time past that the river steamers were making a regular practice of carrying more passengers than the local ordinance allowed. Whether the rumour was true or false concerns us little. It would appear however, after having been the theme of conversation everywhere in the colony for months, to have at last reached the ears of the police, with the result that on the evening of Monday last Messrs. Kwok Achseng and Soa's steamer *Kiung-chow* when preparing to leave for Canton was boarded by a posse of officers, who proceeded to count the passengers on board the vessel. The *Kiung-chow* is permitted by the ordinance to carry 158 passengers; on the evening named she had 15 in excess of that number. Captain Goggin was accordingly summoned, and appeared before Mr. H. E. Wodehouse at the Police Court this morning. On the application of Mr. Wotton, who appeared for the defendant, the case was adjourned for one week. We shall reserve our remarks on the subject until the Magistrate has finished his share of the programme.

POLICE COURT.—THIS DAY.

STEALING A DIAMOND RING.

Ng A Ip, a servant on board the *Iron Duke*, was charged this morning before Mr. Wodehouse with stealing a diamond ring, value \$40, the property of Tam Asing, a washerman, on the 1st instant.

The complainant said he went on board the *Iron Duke* on the 1st, having on his finger a diamond ring. The defendant asked him to show him the ring and after looking at it for a time he returned it to the complainant, who said he then put it in his purse, and that having occasion soon afterwards to open the purse, he found it was gone. He instantly returned to the ship and looked for it but could not find it anywhere, and so left. While looking for it, the defendant asked him what he had lost, and he said, "The diamond ring." On Monday the 3rd, he went again to the *Iron Duke*, and the defendant then told him that he had found the ring, but had accidentally dropped it into the water. The complainant did not believe him, but kept his mind to himself. He saw him again yesterday, and said, "I think you have found that ring." He admitted that he had, and gave complainant the pawn ticket produced. The complainant did not intend taking any further steps but the defendant's master got wind of the affair and ordered him to be charged. The diamond ring was worth \$40. He bought it in America.

The accountant of the pawn-shop deposed that the defendant pawned the ring on Sunday last for \$16, stating it was his own property, and that he had bought it for more than \$40. He said he was a servant-boy on board a man-of-war, and would redeem the ring as soon as he got his pay. Inspector Perry said his duties lay specially in connection with pawn-shops. He had heard the pawn-broker's evidence and seen the ring. He considered that the pawn-broker, on hearing the defendant's statement, ought to have suspected something, and that he ought not to have received a ring of that description from a domestic servant without communicating with the police. He had never known a servant boy to have a ring of that kind.

Defendant said he found the ring on Monday morning when he was sweeping the deck, but the pawn-broker, on being recalled, stated the ring was pawned on Sunday. The case was remanded till Saturday.

ATTEMPT TO SMOUGLE PASSENGERS ON BOARD THE "DECCAN."

Fong Achat, a shop coolie, and Chung Au, a cook, were charged this morning, before Mr. Wodehouse, with attempting to smuggle 47 men on board the P. & O. steamer *Deccan* yesterday. Henry Allen Ritchie, an assistant in the P. & O. Company, said that he charged the two defendants with attempting to smuggle a number of passengers on board the *Deccan* yesterday. The shipping of Chinese emigrants on board the P. & O. steamers was done through the agency of a broker licensed by the Government. The name of their broker was Hop Kee. From what this man told him, he was instructed to charge the defendants.

Chan King Po said he was a licensed passenger broker employed by the P. & O. Company to procure passengers for their ships. The name of his firm was Hop Kee. On Monday the 3rd instant, the first defendant went to his shop in No. 86, Wing Lok-street, and asked him for some passage tickets for the *Deccan*, which was proceeding to Europe yesterday. Witness told him that the number of passengers was complete, and that he had no tickets to pass. The *Deccan* was licensed to carry 215 passengers. The defendant then went away, and nothing more happened until yesterday when, from what he was told, he came this morning to give evidence. The first defendant was in charge of a boarding house for emigrants. He did not know the other defendant.

Chan A-Tong said he was employed in the Hop-Kee shop of the last witness. Yesterday the 4th, early in the morning, he was sent on board the *Deccan* to look after the embarkment of passengers, each of their passengers was supplied with a ticket, a specimen of which he produced, and no other Chinese deck passengers were allowed passages unless supplied with such tickets. He remained on board the *Deccan* during the day, and saw the whole of their passengers, 15 in number, embark. They were all on board by 5 p.m. yesterday. He still remained on the ship, in order to see that no other deck passengers went on board. At about 9 p.m. he was standing on the ship's side, when he saw three sampans and one cargo boat, all full of passengers, come alongside, and the passengers got on to the ship. They climbed up over the side of the vessel forward. As they went on board, he asked them for their tickets, and not one of them had their tickets (witness's first witness). They had baggage with them. There were over forty who came in that way. When he asked them for their tickets, they referred him to the first defendant, who had come with them. He asked the first defendant what it meant, who said, "They are not all my passengers, they belong to two boarding houses. He asked the first defendant what he meant by bringing them without tickets, and he replied, "I went to the Hop Kee shop to get tickets, and was told there were no more." The first defendant then pointed to the second defendant, who was standing by, and said "This man said he would be able to get them on board." He does not know the second defendant at all. The first defendant also gave him the letter produced (written in Chinese) and said, "I am going to give this letter to the second defendant's friend in Singapore who will pay their passage for them." The letter was an order to the Tang Cheng Lan firm Singapore, to pay eight-four dollars to bearer, or to any of the firm, to let the passengers remain and the first defendant then ordered them all away, and they all went by the boats by which they came, taking their baggage with them. He detained the first and second defendants, and took them to the P. & O. office and the two were given in charge. It was a very common thing for passengers to be smuggled on board in this way.

Henry Allen Ritchie, recalled, said that the passenger tickets put in by last witness were tickets issued by them (the P. & O. Company), and that they give them to the broker. They give him a book of them containing 500, and when they are all used up, they give him another. After the departure of each vessel, the broker brings them the book for inspection, so that they can see at once if the proper number of passengers has been exceeded. If, for instance, after a steamer goes he has used up to 216 tickets, when the next steamer goes he will start from No. 217, and when the book is brought after the departure of the next steamer, they will see whether more than 215 tickets had been used. The penalty for carrying passengers in excess is very heavy.

The defendants asked no questions of any of the witnesses. The Magistrate remanded the case till Saturday the 8th instant at 10 o'clock. Defendants were allowed out on bail in sureties of \$100 each, and they asked that a named Lo Ayau, living in the shun Kee shop Kwong Yune West-street might be subpoenaed.

"TIMES-STREET INDUSTRIES" by Percy Russell. This illustrated Pamphlet on Perfumery, &c., published at 6d., may be had gratis from any Chemist or dealer in perfumery in the World, or JOHN GOSNELL & Co., London.—[ADVT.]

THE HONGKONG TELEGRAPH.

FATE OF THE "HOLYROOD."

Tilings of the fate of the steamship *Holyrood*, numbered amongst the list of missing since the end of February, was brought on from Singapore by the steamer *Chung-choo-kien* which arrived in harbour last night. A day or two before the *Chung-choo-kien* left Singapore, a native craft arrived at that port having on board a Chinaman, who was second cook in the *Holyrood*, and who, it is feared, is the only survivor of the crew of that ill-fated vessel. The *Holyrood* passed Cape St. James on February 22nd and on the following morning about 3 o'clock sprung a leak, in spite of every exertion of the officers and crew increased upon them, and at length necessitated the abandonment of the vessel. According to the Chinaman's report the weather was not particularly stormy, nor was the sea unusually high. As soon as the Captain decided to leave the steamer two boats were lowered, the Captain with the officers and a portion of the crew filling one, the other being placed in charge of the engineers and firemen. The boat containing the Captain got clear away, but before the other left the ship's side the vessel foundered and took the boat down with her. The Chinaman, who was in the second boat, came to the surface and seized hold of a plank which enabled him to keep afloat for some time, when he came across a large piece of wreckage with six more survivors, Malays and Chinese, clinging to it. Leaving the plank he joined his shipmates on the wreckage. The sea kept constantly breaking over them, and eventually the whole of the six dropped away from exhaustion, leaving the cook the sole survivor. He was eventually picked up by a fishing boat, and sent on to Singapore. He saw nothing of the captain's boat after the steamer went down, and as nothing has been since seen or heard of its crew, there is too much reason to fear that the boat must have foundered with the loss of all hands. The *Holyrood* was well known in Hongkong.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by correspondents in this column.]

THE UNIVERSITY BOAT RACE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR,—As you are an authority on sporting matters, perhaps you can give me some explanation of a paragraph which was published in the *China Mail* on Monday night. The *Mail* says:—"In the annual struggle between the Universities, the Dark Blues have again walked off with the honours, thus reaching their twenty-first victory as against the seven centuries for Cambridge." Of course I am aware that the rival Universities of Oxford and Cambridge are frequently familiarly referred to by the distinctive colours associated with their athletic histories, so I can understand that Oxford has beaten Cambridge in an annual contest of some kind or other, and I ask you to enlighten me on the subject. The "annual struggle" between the Universities I have always understood to be the boat race; but then the *China Mail* says, "the Dark Blues have again walked off with the honours," and as a boat race cannot by any possible stretch of imagination be a pedestrian contest, the "walking off" with the honours puzzles me. Your contemporary also states that the Dark Blues have reached "their twenty-first victory as against the seven centuries for Cambridge." Is this correct?—Yours, &c.

OARSMAN.

Hongkong, 4th April 1882.
[We think our correspondent is trying to be sarcastic at the expense of our contemporary. There can be no doubt that Oxford has again won the boat race, the "walking off" with victory is merely a flight of fancy on the part of the reporter of the *China Mail*, and is about as correct and appropriate as reports in that reliable journal usually are. The statement that Oxford has won 21 victories to the 17 of Cambridge is substantially correct, as the race of 1877 resulted in a dead heat, and this may either be added as a victory to both or left out of the calculation altogether.—Ed. *Hongkong Telegraph*.]

FOOCHOW.

Last Sunday the Pagoda Anchorage was the scene of a catastrophe occasioning the loss of four Chinese lives, a sampan being capsized and its previous occupants drowned.

Another large junk was successfully launched on Tuesday last from the Chinese Shipping Yard adjacent to the Leuchow. The usual ceremonies were observed in the presence of a large concourse of the natives.

We observed the departure of the Chinese gunboat on Sunday last, which vessel made rather a lengthy stay in Foochow, having arrived here just prior to the China New Year's vacation. From the excessive time it took this vessel to generate a sufficiency of steam for propelling purposes, we should imagine that she would not be particularly serviceable to her country in a case of emergency. The *Sobol* steamed out of Foochow the following morning, thereby occasioning a vacancy in naval shipping.

We note the arrival per *Anglo* of Mr. Grammont's ponies, strap-halter and shell and Mr. Forbes's sub Rosa. The following ponies are shortly expected from Amoy, Forager, Cruiser, Thermometer, Wild Foam and possibly Redstart. All the above are in strong exercise, and should be difficult to beat at their respective distances. Strathairn is also being trained in Amoy and he is looking and going as well as could be desired. Providing a rider be forthcoming, we are informed that Mr. St. Andrew will send a couple of ponies from Shanghai.

Between eight and nine o'clock last night a fire broke out just beyond the long bridge, leading into the City, destroying, it is estimated, about one hundred and twenty shops and houses.—The origin of the fire was the ignition of some rattan shavings, this locality having numerous though small shops for the manufacture of rattan furniture. Three oilshops, in which were stored a quantity of kerosene, becoming inflamed, occasioned the fire to extend to two rather superior Chinese taverns, which were burnt to the ground, whilst two Chinese Leken houses were partially destroyed. The fire raged for about three hours and the damage is estimated at between ten and eleven thousand dollars.—*Herald*.

STEAMERS EXPECTED.

The O. S. S. Co's steamer *Archies* left Singapore on the 2nd, and may be expected to arrive here on or about the 6th instant.

The steamer *Athen* left Batavia on the 1st, and may be expected to arrive here on or about the 11th instant.

HONGKONG TEMPERATURE.

This Day.	
Barometer—9 A.M.	30.18
Barometer—4 P.M.	30.14
Thermometer—9 A.M.	78.0
Thermometer—4 P.M.	80.0
Thermometer—7 P.M.	78.0
Thermometer—9 A.M. (Wet bulb)	76.0
Thermometer—4 P.M. (Wet bulb)	78.0
Thermometer—7 P.M. (Wet bulb)	76.0
Thermometer—9 A.M. (Wet bulb)	75.0
Thermometer—Midnight (Wet bulb)	75.0

TRAINING FOR SHANGHAI RACES.

Powing was actively proceeded with this morning (the 29th inst.) on the race track; there was a very high wind blowing up the straight, and the gallops were sometimes done in clouds of dust. Mr. Fungus was at work early—5.30 a.m.—and his dun and gray did 2.31 for 14 miles; later on another of his griffins did 1.23 cantering. Mr. King did 1.23 on gray griffin; Rialto did 1.14 in 2.23; there were the best 14 mile gallops. Mr. Eccles' gray did 2.28. Mr. Major's two, and a Leonet griffin, did 3.30; Mr. Hill had two or three crowds out, doing 1.14 in 3.34 and 3.34. Tajmahal and Shamrock went for a steady training gallop for 14m, the former going well, the latter going nippy. Earl Harold went for a training gallop, 14m. 2.54. One of the new stable sets a chestnut and a dun for 14m, and the distance was covered in 2.52, the first mile being done in 2.17. Some of the two griffins were training gallops for a mile. Several bows for 1m took place; there was one on the mile post to the quarter-mile post; Mr. Merceval's griffin, owner up, time 1.26. Mr. Troy's griffin did 1.36; Mr. Fungus' dark griffin did 1.35; this is his sixth best. Some Leonet griffin did 1.37 for 14m, in a canter, and some more 14m. in 3.33.

The match between Mr. Fungus' worst and Mr. Ten Broeck's best came off this morning; Mr. Ten Broeck won in a walk in 1.38. Mr. Fungus certainly pulled out a duffer, but we suspect Mr. Ten Broeck will produce a better griffin on the 1st May. A match is arranged between Mr. Kremo's Rialto, and Mr. Ten Broeck's Wild Cat, for 14m. \$100 a side, to come off on Saturday morning.

THE SPRING TRIAL STAKES.
Came off this morning. The conditions were as usual. Entry \$5 each for griffins since the 1st instant, catch weights, over to stone. Half-a-mile.

Mr. J. S. Fearon's ch. Montecuma (Mr. Ogilvie) 1
Mr. Fungus' brown griffin (Atsune) 2*
Mr. Kremo's gray saltpeper (Mr. Meyerink) 3*
Mr. Fungus' gray saltpeper (Chiffney) 4
Mr. Merceval's gray sen pow (John Scott) 5

The dark chestnut took the lead after a few strides, and kept it all the way, winning easily in fine style by three lengths. The brown took second place early in the race; entering the straight saltpeper made a good effort, and a fine race for second place took place; the judge could not separate the two, so a dead heat was given, the others well up. Time 58½, last quarter 28½.

MIDWAY TRIALS.
Some paws took place about 1 o'clock. Two grays went for 14 mile, each 147 lbs. up, doing 3.10, ridden out. A big chestnut, a big brown and a small dun, weights up, went for 14m, the dun winning by the length of a street in 1.32, last quarter 20½. These were Horse Bait griffins. The two grays were bought for Mr. Paul, Hongkong, for 1,000. Three griffins, belonging to a Mongolian horse dealer, were poked for 1 m. under the auspices of the General.—*Mercury*.

The following notes are taken from the *Courier* of the 29th instant:—

This morning was fine and bracing, although until the sun got well up, it was a bit chilly. However, the Course was in good going order, so there was nothing to complain of—but the dust.

When we arrived at a very early hour, some unknown ponies were being trotted round, but as usual the first of the important performances was done by the Legal stable, which sent out for a mile and a half the "cotton wool" grey and the ugly dun, boys up. Time 3m. 23½ sec.

Besides this, the only other trial for the same distance worthy of notice was one by a griffin, ridden by Mr. King. Time 3m. 23½ sec.—a first class performance.

The match for 1 mile between a wooden pony of Mr. Fungus, ridden by Mr. spy, and a Flyer belonging to Mr. Ten Broeck, owner up, was won in the commonest of canners by the latter in 1m. 37½ sec.

The Trial stakes, which took place about half past seven, was of course the event of the morning. About seven ponies came to the post and were sent off to a very pretty start, after one failure. Mr. spy made up for his beating in the Fungo-Hickory match, by winning the Trial stakes, hands down, in the very fast time of 58½ sec. The winning pony is a griffin belonging to Mr. Fearon, which we have before called attention to as being one of the best if not the best of the griffins at present on the Course, and now that we have seen how well he runs in company, it is our opinion that, bar accidents, it is as near a certainty as is possible, in judging of griffins, that this pony will prove a winner at the forthcoming meeting.

The best three-quarter mile gallop that we saw was one by two griffins of Mr. Merceval's from the mile post to the quarter mile post. Time 1.36. When it is taken into account that this was done against a very strong breeze nearly the whole way, it must be recognised as a performance decidedly above the average.

Some other fairly good performances were done, but nothing worth noting.

As usual, there are a great many embryo musical instruments on the Course, giving a great deal of work to the time-keepers, with very little result. Of two things we may be certain, however, viz., First, that the pick out of so many will probably be a screamer. Second, that there is little doubt the chosen instrument will be strung up to a pretty high pitch—at all events for the first day.

[With all due deference to our sporting reporter, we believe that the winner of the griffins will be found in a pony powered this afternoon. The time made for the "knocking ones" hair to stand on end.—Ed. S. C.]

MANILA METEOROLOGICAL REGISTER.

BY TELEGRAPH.—THIS DAY.

Barometer, Thermometer, &c.	Previous day 4 P.M.	On date 10 A.M.	Remarks.
Barometer	30.08	30.13	—
Thermometer attached	88.8	82.5	—
Direction of Wind	SS	WNW	—
Force of Wind	3	1	—
Dry Thermometer	77.0	85.7	—
Wet Thermometer	77.0	77.4	—
Weather	b	b c	—
Hours of Rain	—	—	—
Quantity fallen	—	—	—

Barometer, level of the sea in inches, tenths and hundredths.—Thermometer, in Fahrenheit degrees and tenths. In the open air in a shaded situation.—Direction of Wind, registered every two points, N., N.E., E., S.E., S., S.W., W., W.N.W., N.W., &c. Force of Wind, 0 calm, 1 a light breeze, 2 a moderate breeze, 3 to 4 fresh, 5 to 6 strong, 7 to 8 heavy, 9 to 10 violent, 11 to 12 a gale, 13 to 14 a storm, 15 to 16 a hurricane, 17 to 18 a cyclone, 19 to 20 a typhoon, 21 to 22 a tempest, 23 to 24 a deluge, 25 to 26 a flood, 27 to 28 a deluge, 29 to 30 a deluge, 31 to 32 a deluge, 33 to 34 a deluge, 35 to 36 a deluge, 37 to 38 a deluge, 39 to 40 a deluge, 41 to 42 a deluge, 43 to 44 a deluge, 45 to 46 a deluge, 47 to 48 a deluge, 49 to 50 a deluge, 51 to 52 a deluge, 53 to 54 a deluge, 55 to 56 a deluge, 57 to 58 a deluge, 59 to 60 a deluge, 61 to 62 a deluge, 63 to 64 a deluge, 65 to 66 a deluge, 67 to 68 a deluge, 69 to 70 a deluge, 71 to 72 a deluge, 73 to 74 a deluge, 75 to 76 a deluge, 77 to 78 a deluge, 79 to 80 a deluge, 81 to 82 a deluge, 83 to 84 a deluge, 85 to 86 a deluge, 87 to 88 a deluge, 89 to 90 a deluge, 91 to 92 a deluge, 93 to 94 a deluge, 95 to 96 a deluge, 97 to 98 a deluge, 99 to 100 a deluge.

THE GOVERNMENT.

The L. & C. Express publishes the following list of the chief officials in the several departments of the present Administration:—

Premier and Chancellor of the Exchequer	The Right Hon. W. E. Gladstone, M.P.
Lord High Chancellor	The Right Hon. Lord Selborne
Lord Privy Seal	The Right Hon. Lord Cairns
President of the Council	The Right Hon. Lord Salisbury
Chief Commissioner of the Revenue	The Right Hon. J. E. B. Lubbock, M.P.
Secretary of State for the Colonies	The Right Hon. Lord Stanley, M.P.
Secretary of State for India	The Right Hon. Lord Curzon, M.P.
Secretary of State for the Home Department	The Right Hon. Lord Campbell, M.P.
Secretary of State for War	The Right Hon. Lord Roberts, M.P.
Secretary of State for the Admiralty	The Right Hon. Lord Fisher, M.P.
Secretary of State for the Navy	The Right Hon. Lord Selborne, M.P.
Secretary of State for the Treasury	The Right Hon. Lord Salisbury, M.P.
Secretary of State for the Colonies	The Right Hon. Lord Stanley, M.P.
Secretary of State for India	The Right Hon. Lord Curzon, M.P.
Secretary of State for the Home Department	The Right Hon. Lord Campbell, M.P.
Secretary of State for War	The Right Hon. Lord Roberts, M.P.
Secretary of State for the Admiralty	The Right Hon. Lord Fisher, M.P.
Secretary of State for the Navy	The Right Hon. Lord Selborne, M.P.
Secretary of State for the Treasury	The Right Hon. Lord Salisbury, M.P.
Secretary of State for the Colonies	The Right Hon. Lord Stanley, M.P.
Secretary of State for India	The Right Hon. Lord Curzon, M.P.
Secretary of State for the Home Department	The Right Hon. Lord Campbell, M.P.
Secretary of State for War	The Right Hon. Lord Roberts, M.P.
Secretary of State for the Admiralty	The Right Hon. Lord Fisher, M.P.
Secretary of State for the Navy	The Right Hon. Lord Selborne, M.P.
Secretary of State for the Treasury	The Right Hon. Lord Salisbury, M.P.
Secretary of State for the Colonies	The Right Hon. Lord Stanley, M.P.
Secretary of State for India	The Right Hon. Lord Curzon, M.P.
Secretary of State for the Home Department	The Right Hon. Lord Campbell, M.P.
Secretary of State for War	The Right Hon. Lord Roberts, M.P.
Secretary of State for the Admiralty	The Right Hon. Lord Fisher, M.P.
Secretary of State for the Navy	The Right Hon. Lord Selborne, M.P.
Secretary of State for the Treasury	The Right Hon. Lord Salisbury, M.P.
Secretary of State for the Colonies	The Right Hon. Lord Stanley, M.P.
Secretary of State for India	The Right Hon. Lord Curzon, M.P.
Secretary of State for the Home Department	The Right Hon. Lord Campbell, M.P.
Secretary of State for War	The Right Hon. Lord Roberts, M.P.
Secretary of State for the Admiralty	The Right Hon. Lord Fisher, M.P.
Secretary of State for the Navy	The Right Hon. Lord Selborne, M.P.
Secretary of State for the Treasury	The Right Hon. Lord Salisbury, M.P.
Secretary of State for the Colonies	The Right Hon. Lord Stanley, M.P.
Secretary of State for India	The Right Hon. Lord Curzon, M.P.
Secretary of State for the Home Department	The Right Hon. Lord Campbell, M.P.
Secretary of State for War	The Right Hon. Lord Roberts, M.P.
Secretary of State for the Admiralty	The Right Hon. Lord Fisher, M.P.
Secretary of State for the Navy	The Right Hon. Lord Selborne, M.P.
Secretary of State for the Treasury	The Right Hon. Lord Salisbury, M.P.
Secretary of State for the Colonies	The Right Hon. Lord Stanley, M.P.
Secretary of State for India	The Right Hon. Lord Curzon, M.P.
Secretary of State for the Home Department	The Right Hon. Lord Campbell, M.P.
Secretary of State for War	The Right Hon. Lord Roberts, M.P.
Secretary of State for the Admiralty	The Right Hon. Lord Fisher, M.P.
Secretary of State for the Navy	The Right Hon. Lord Selborne, M.P.
Secretary of State for the Treasury	The Right Hon. Lord Salisbury, M.P.
Secretary of State for the Colonies	The Right Hon. Lord Stanley, M.P.
Secretary of State for India	The Right Hon. Lord Curzon, M.P.
Secretary of State for the Home Department	The Right Hon. Lord Campbell, M.P.
Secretary of State for War	The Right Hon. Lord Roberts, M.P.
Secretary of State for the Admiralty	The Right Hon. Lord Fisher, M.P.
Secretary of State for the Navy	The Right Hon. Lord Selborne, M.P.
Secretary of State for the Treasury	The Right Hon. Lord Salisbury, M.P.
Secretary of State for the Colonies	The Right Hon. Lord Stanley, M.P.
Secretary of State for India	The Right Hon. Lord Curzon, M.P.
Secretary of State for the Home Department	The Right Hon. Lord Campbell, M.P.
Secretary of State for War	The Right Hon. Lord Roberts, M.P.
Secretary of State for the Admiralty	The Right Hon. Lord Fisher, M.P.
Secretary of State for the Navy	The Right Hon. Lord Selborne, M.P.
Secretary of State for the Treasury	The Right Hon. Lord Salisbury, M.P.
Secretary of State for the Colonies	The Right Hon. Lord Stanley, M.P.
Secretary of State for India	The Right Hon. Lord Curzon, M.P.
Secretary of State for the Home Department	The Right Hon. Lord Campbell, M.P.
Secretary of State for War	The Right Hon. Lord Roberts, M.P.
Secretary of State for the Admiralty	The Right Hon. Lord Fisher, M.P.
Secretary of State for the Navy	The Right Hon. Lord Selborne, M.P.
Secretary of State for the Treasury	The Right Hon. Lord Salisbury, M.P.
Secretary of State for the Colonies	The Right Hon. Lord Stanley, M.P.
Secretary of State for India	The Right Hon. Lord Curzon, M.P.
Secretary of State for the Home Department	The Right Hon. Lord Campbell, M.P.
Secretary of State for War	The Right Hon. Lord Roberts, M.P.
Secretary of State for the Admiralty	The Right Hon. Lord Fisher, M.P.
Secretary of State for the Navy	The Right Hon. Lord Selborne, M.P.
Secretary of State for the Treasury	The Right Hon. Lord Salisbury, M.P.
Secretary of State for the Colonies	The Right Hon. Lord Stanley, M.P.
Secretary of State for India	The Right Hon. Lord Curzon, M.P.
Secretary of State for the Home Department	The Right Hon. Lord Campbell, M.P.
Secretary of State for War	The Right Hon. Lord Roberts, M.P.
Secretary of State for the Admiralty	The Right Hon. Lord Fisher, M.P.
Secretary of State for the Navy	The Right Hon. Lord Selborne, M.P.
Secretary of State for the Treasury	The Right Hon. Lord Salisbury, M.P.
Secretary of State for the Colonies	The Right Hon. Lord Stanley, M.P.
Secretary of State for India	The Right Hon. Lord Curzon, M.P.
Secretary of State for the Home Department	The Right Hon. Lord Campbell, M.P.
Secretary of State for War	The Right Hon. Lord Roberts, M.P.
Secretary of State for the Admiralty	The Right Hon. Lord Fisher, M.P.
Secretary of State for the Navy	The Right Hon. Lord Selborne, M.P.
Secretary of State for the Treasury	The Right Hon. Lord Salisbury, M.P.
Secretary of State for the Colonies	The Right Hon. Lord Stanley, M.P.
Secretary of State for India	The Right Hon. Lord Curzon, M.P.
Secretary of State for the Home Department	The Right Hon. Lord Campbell, M.P.
Secretary of State for War	The Right Hon. Lord Roberts, M.P.
Secretary of State for the Admiralty	The Right Hon. Lord Fisher, M.P.
Secretary of State for the Navy	The Right Hon. Lord Selborne, M.P.
Secretary of State for the Treasury	The Right Hon. Lord Salisbury, M.P.
Secretary of State for the Colonies	The Right Hon. Lord Stanley, M.P.
Secretary of State for India	The Right Hon. Lord Curzon, M.P.
Secretary of State for the Home Department	The Right Hon. Lord Campbell, M.P.
Secretary of State for War	The Right Hon. Lord Roberts, M.P.
Secretary of State for the Admiralty	The Right Hon. Lord Fisher, M.P.
Secretary of State for the Navy	The Right Hon. Lord Selborne, M.P.
Secretary of State for the Treasury	The Right Hon. Lord Salisbury, M.P.
Secretary of State for the Colonies	The Right Hon. Lord Stanley, M.P.
Secretary of State for India	The Right Hon. Lord Curzon, M.P.
Secretary of State for the Home Department	The Right Hon. Lord Campbell, M.P.
Secretary of State for War	The Right Hon. Lord Roberts, M.P.
Secretary of State for the Admiralty	The Right Hon. Lord Fisher, M.P.
Secretary of State for the Navy	The Right Hon. Lord Selborne, M.P.
Secretary of State for the Treasury	The Right Hon. Lord Salisbury, M.P.
Secretary of State for the Colonies	The Right Hon. Lord Stanley, M.P.
Secretary of State for India	The Right Hon. Lord Curzon, M.P.
Secretary of State for the Home Department	The Right Hon. Lord Campbell, M.P.
Secretary of State for War	The Right Hon. Lord Roberts, M.P.
Secretary of State for the Admiralty	The Right Hon. Lord Fisher, M.P.
Secretary of State for the Navy	The Right Hon. Lord Selborne, M.P.
Secretary of State for the Treasury	The Right Hon. Lord Salisbury, M.P.
Secretary of State for the Colonies	The Right Hon. Lord Stanley, M.P.
Secretary of State for India	The Right Hon. Lord Curzon, M.P.
Secretary of State for the Home Department	The Right Hon. Lord Campbell, M.P.
Secretary of State for War	The Right Hon. Lord Roberts, M.P.
Secretary of State for the Admiralty	The Right Hon. Lord Fisher, M.P.
Secretary of State for the Navy	The Right Hon. Lord Selborne, M.P.
Secretary of State for the Treasury	The Right Hon. Lord Salisbury, M.P.
Secretary of State for the Colonies	The Right Hon. Lord Stanley, M.P.
Secretary of State for India	The Right Hon. Lord Curzon, M.P.
Secretary of State for the Home Department	The Right Hon. Lord Campbell, M.P.
Secretary of State for War	The Right Hon. Lord Roberts, M.P.
Secretary of State for the Admiralty	The Right Hon. Lord Fisher, M.P.
Secretary of State for the Navy	The Right Hon. Lord Selborne, M.P.
Secretary of State for the Treasury	The Right Hon. Lord Salisbury, M.P.
Secretary of State for the Colonies	The Right Hon. Lord Stanley, M.P.
Secretary of State for India	The Right Hon. Lord Curzon, M.P.
Secretary of State for the Home Department	The Right Hon. Lord Campbell, M.P.
Secretary of State for War	The Right Hon. Lord Roberts, M.P.
Secretary of State for the Admiralty	The Right Hon. Lord Fisher, M.P.
Secretary of State for the Navy	The Right Hon. Lord Selborne, M.P.
Secretary of State for the Treasury	The Right Hon. Lord Salisbury, M.P.
Secretary of State for the Colonies	The Right Hon. Lord Stanley, M.P.
Secretary of State for India	The Right Hon. Lord Curzon, M.P.
Secretary of State for the Home Department	The Right Hon. Lord Campbell, M.P.
Secretary of State for War	The Right Hon. Lord Roberts, M.P.
Secretary of State for the Admiralty	The Right Hon. Lord Fisher, M.P.
Secretary of State for the Navy	The Right Hon. Lord Selborne, M.P.
Secretary of State for the Treasury	The Right Hon. Lord Salisbury, M.P.
Secretary of State for the Colonies	The Right Hon. Lord Stanley, M.P.
Secretary of State for India	The Right Hon. Lord Curzon, M.P.
Secretary of State for the Home Department	The Right Hon. Lord Campbell, M.P.
Secretary of State for War	The Right Hon. Lord Roberts, M.P.
Secretary of State for the Admiralty	The Right Hon. Lord Fisher, M.P.
Secretary of State for the Navy	The Right Hon. Lord Selborne, M.P.
Secretary of State for the Treasury	The Right Hon. Lord Salisbury, M.P.
Secretary of State for the Colonies	The Right Hon. Lord Stanley, M.P.
Secretary of State for India	The Right Hon. Lord Curzon, M.P.
Secretary of State for the Home Department	The Right Hon. Lord Campbell, M.P.
Secretary of State for War	The Right Hon. Lord Roberts, M.P.
Secretary of State for the Admiralty	The Right Hon. Lord Fisher, M.P.
Secretary of State for the Navy	The Right Hon. Lord Selborne, M.P.
Secretary of State for the Treasury	The Right Hon. Lord Salisbury, M.P.
Secretary of State for the Colonies	The Right Hon. Lord Stanley, M.P.
Secretary of State for India	The Right Hon. Lord Curzon, M.P.
Secretary of State for the Home Department	The Right Hon. Lord Campbell, M.P.
Secretary of State for War	The Right Hon. Lord Roberts, M.P.
Secretary of State for the Admiralty	The Right Hon. Lord Fisher, M.P.
Secretary of State for the Navy	The Right Hon. Lord Selborne, M.P.
Secretary of State for the Treasury	The Right Hon. Lord Salisbury, M.P.
Secretary of State for the Colonies	The Right Hon. Lord Stanley, M.P.
Secretary of State for India	The Right Hon. Lord Curzon, M.P.
Secretary of State for the Home Department	The Right Hon. Lord Campbell, M.P.
Secretary of State for War	The Right Hon. Lord Roberts, M.P.
Secretary of State for the Admiralty	The Right Hon. Lord Fisher, M.P.
Secretary of State for the Navy	The Right Hon. Lord Selborne, M.P.
Secretary of State for the Treasury	The Right Hon. Lord Salisbury, M.P.
Secretary of State for the Colonies	The Right Hon. Lord Stanley, M.P.
Secretary of State for India	The Right Hon. Lord Curzon, M.P.
Secretary of State for the Home Department	The Right Hon. Lord Campbell, M.P.
Secretary of State for War	The Right Hon. Lord Roberts, M.P.
Secretary of State for the Admiralty	The Right Hon. Lord Fisher, M.P.
Secretary of State for the Navy	The Right Hon. Lord Selborne, M.P.
Secretary of State for the Treasury	The Right Hon. Lord Salisbury, M.P.
Secretary of State for the Colonies	The Right Hon. Lord Stanley, M.P.
Secretary of State for India	The Right Hon. Lord Curzon, M.P.
Secretary of State for the Home Department	The Right Hon. Lord Campbell, M.P.
Secretary of State for War	The Right Hon. Lord Roberts, M.P.
Secretary of State for the Admiralty	The Right Hon. Lord Fisher, M.P.
Secretary of State for the Navy	The Right Hon. Lord Selborne, M.P.
Secretary of State for the Treasury	The Right Hon. Lord Salisbury, M.P.
Secretary of State for the Colonies	The Right Hon. Lord Stanley, M.P.
Secretary of State for India	The Right Hon. Lord Curzon, M.P.
Secretary of State for the Home Department	The Right Hon. Lord Campbell, M.P.
Secretary of State for War	The Right Hon. Lord Roberts, M.P.
Secretary of State for the Admiralty	The Right Hon. Lord Fisher, M.P.
Secretary of State for the Navy	The Right Hon. Lord Selborne, M.P.
Secretary of State for the Treasury	The Right Hon. Lord Salisbury, M.P.
Secretary of State for the Colonies	The Right Hon. Lord Stanley, M.P.
Secretary of State for India	The Right Hon. Lord Curzon, M.P.
Secretary of State for the Home Department	The Right Hon. Lord Campbell, M.P.
Secretary of State for War	The Right Hon. Lord Roberts, M.P.
Secretary of State for the Admiralty	The Right Hon. Lord Fisher, M.P.
Secretary of State for the Navy	The Right Hon. Lord Selborne, M.P.
Secretary of State for the Treasury	The Right Hon. Lord Salisbury, M.P.
Secretary of State for the Colonies	The Right Hon. Lord Stanley, M.P.
Secretary of State for India	The Right Hon. Lord Curzon,

Intimations.

SEALED TENDERS will be received by the undersigned on or before Noon of THURSDAY, the 13th instant, for the supply of 1,600 tons of TAKASIMA COAL, deliverable at the Naval Coal Depot, Kowloon, in accordance with the conditions on the printed Tender, which can be obtained on application to the Naval Storekeeper's Office.

The right to reject the lowest or any Tender is reserved.

E. B. JOREY,
Naval Storekeeper.

H.M. Naval Yard,
Hongkong, 15th March, 1882. [168]

NOTICE.

THE INTEREST AND RESPONSIBILITY OF Mr. H. C. LUBBECK in Our Firm Ceased from the 28th February last.

DE SOUZA & Co.,
Hongkong, 3rd April, 1882. [203]

YEU QU A.

SHIP, PORTRAIT, AND MINIATURE PAINTER.
PHOTOGRAPHIC VIEWS.
LANDSCAPES IN OIL AND WATER COLORS.
All Work Executed by First-Class Artists.
IVORY MINIATURES.
A SPECIALITY.

SATISFACTION GUARANTEED.
No. 52, C. QUEEN'S ROAD CENTRAL.
UPSTAIRS.
HONGKONG.
Hongkong, 4th April, 1882. [211]

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER.
ALWAYS ON HAND.
L. MALLORY,
Proprietor.
Hongkong, 24th June, 1881. [21]

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND CLOCK-MAKERS.
JEWELLERS, SILVER-SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.
NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, AND SPOGLASSES.
No. 38, Queen's-road Central. [10]

WILLIAM SCHMIDT & CO.

GUNMAKERS AND AMUNITION DEALERS.
BEACONSFIELD ARCADE.
Arms, Ammunition, and Requisites of every description.
Arms Repaired, Cleaned, or Converted at moderate charges.
Sporting Guns and Ammunition always on hand. [28]

G. FALCONER & CO.

WATCH AND CHRONOMETER MANUFACTURERS.
AND JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.
No. 46, QUEEN'S-ROAD CENTRAL. [2]

C. L. THEVENIN

COMMISSION AGENT, WINE & SPIRIT MERCHANT.
CHAMPAGNE, BURGUNDIES, COGNACS, SHERRIES, LIQUEURS, WHISKY, &c., &c.
AN EXCELLENT ASSORTMENT OF PERFUMERY.
FRENCH BOOTS AND SHOES, FOR LADIES AND GENTLEMEN.
HONGKONG HOTEL BUILDING. [26]

STAG HOTEL.

QUEEN'S-ROAD CENTRAL.
GOOD ACCOMMODATION FOR VISITORS.
ENGLISH & AMERICAN BILLIARDS.
Tiffin at One o'clock, Dinner at 7.30.
This Hotel is most centrally situated and within easy distance of the principal landing places.
J. COOK, Proprietor. [12]

HAIR DRESSING SALOON

HONGKONG HOTEL.
W. P. MOORE begs to inform the Gentlemen of Hongkong and Visitors that he has reduced the price of Hair-Cutting to 50 cents. Having now in his employ three competent Assistants who are always in attendance, he guarantees to execute this class of work, in all its branches, with a perfection which cannot be excelled in any part of the World.
Hair-Cutting, 50 Cents.
Shampooing, 25 Cents.
Shaving, 25 Cents.
Trimming Beards, 25 Cents.
MONTHLY CUSTOMERS TAKEN AT REDUCED RATES.
RAZORS MOST CAREFULLY RESET.
Mr. MOORE begs to recommend his CORDON ROUGE WASH to the public as unrivalled, by any preparation ever produced for promoting the growth of the hair. The basis of this compound is made of soap root; the natives of the Philippine Islands never use anything else for washing their hair; they are never found bald, and it is quite common to see the females with hair from 5 to 6 feet long. By constantly using this shampoo Wash, as directed, you will find it NEVER BE BOLD.
The proprietor offers the Wash to the public entirely confident that by its restorative properties it will without fail arrest decaying hair. It completely eradicates scurf, dandruff, and cures all diseases of the scalp. It does not stain any poisonous drugs. By its cooling effects it allays the itching and fever of the scalp, which is the great cause of people losing their hair, and has succeeded in being able to lengthen time by its use without allowing it to fall out. It is a guarantee to keep any hair.

Intimations.

NOTICE OF REMOVAL.
MILLAR & CO., PLUMBERS, GAS FITTERS, &c., &c., have REMOVED their Office and Warehouse to No. 6, BEACONSFIELD ARCADE, where Orders for Fittings and Repairs will be punctually attended to.
Hongkong, 15th November, 1881. [25]

SPECIAL NOTICE.

TO ADVERTISERS.
SHIPPING FIRMS, INSURANCE COMPANIES, COMMERCIAL HOUSES, and ADVERTISERS generally are informed that arrangements have now been completed to issue daily in connection with all ADVERTISEMENTS inserted in the "HONGKONG TELEGRAPH," A SPECIAL ADVERTISEMENT SHEET, FREE OF CHARGE.

As the scale of charges in the Hongkong Telegraph, which has a guaranteed circulation of THREE HUNDRED COPIES, is fixed at an exceedingly low rate, the attention of Advertisers is directed to the many advantages offered by this journal as a General Advertising Medium, and the support of the Mercantile community and the public generally is respectfully solicited.

HONGKONG, 1st April, 1882.

THE PATENT TYPE FOUNDRY COMPANY.

31, RED LION SQUARE, HOLBORN, W.C., LONDON.
SHANKS, REVELL, & Co., PROPRIETORS.
NEWSPAPER, BOOK, MUSIC, & GENERAL TYPE FOUNDERS.

sole Proprietors of JOHNSON and ATKINSON'S Automatic Machinery for Casting and Finishing Printing Type, and Manufacturers of JOHNSON'S Patent Hard Metal, patented April 5th, 1854.

Estimates for Newspaper, Book, and Jobbing Plant at specially reduced rates.

All kinds of Printing Machines, Presses, Paper, and everything connected with Printing Business supplied on most reasonable terms.

SPECIAL AGENT FOR CHINA, JAPAN, AND THE FAR EAST.
ROBERT FRASER-SMITH,
No. 6, PEDDAR'S HILL, HONGKONG.
Hongkong, 4th February, 1882. [88]

For Sale.

FOR SALE.
GENUINE MADEIRA WINE, 1870, \$22 PER DOZEN.
OLD SUPERIOR PORT (BASTARDOS), \$15 PER DOZEN.
Apply to L. THEVENIN,
Hongkong Hotel Building,
Hongkong, 21st March, 1882. [178]

FOR SALE.

MESSRS. W. & T. LOCKETT'S Celebrated Brands Threlfall's Export PALE ALE and Findlater's "DUBLIN STOUT," in Pints and Quarts.
Fine OLD PORT, in Cases of One Dozen, Also, Sillery Mousseux VIN DE CHAMPAGNE, in Cases of 2 doz. Pints and 1 doz. Quarts.
GEO. R. STEVENS & Co.,
Hongkong, 14th March, 1882. [166]

FOR SALE.

H. MUMM & Co.'s CHAMPAGNE.
QUARTS, \$22 per Case.
PINTS, \$23 per Case.
Apply to MELCHERS & Co.,
Hongkong, 2nd March, 1882. [132]

FOR SALE.

AUSTRALIAN WINES, PORT & SHERRY, of the finest quality, from Coolata Vineyard, Brantford, Hunter River, N.S.W.
Apply to R. FRASER-SMITH,
No. 6, Peddar's Hill.

FOR SALE.

AFONG PHOTOGRAPHER.
HAS A LARGER COLLECTION OF VIEWS than any other in CHINA.
Miniatures Painted on Ivory from \$7.
Oil Paintings on Canvas from \$5.
Cartes de Visite, Cabinet, and all other Styles of Portraits at equally moderate prices executed under the supervision and management of D. K. GRIFFITH,
Studio 8, Queen's-road. [13]

FOR SALE.

FURNITURE WAREHOUSE,
Nos. 9, 11, 12, 13, and 14,
BEACONSFIELD ARCADE,
Opposite the City Hall.
HOUSES OR ROOMS FURNISHED THROUGHOUT ON THE SHORTEST NOTICE.
FURNITURE, PIANOS, &c., FOR SALE OR HIRE.
A GOOD SELECTION OF BOOKS.
Some Choice Original Oil Paintings and Water Colours, Chromos, Engravings, &c.
A FEW PIECES OF OLD PORCELAIN AND OTHER WARE.

CHINESE AND JAPANESE CURIOS.

Hongkong, 14th March, 1882. [163]

FOR SALE CHEAP.

HACKS AND CARRIAGE PONIES.
A HANDSOME BAY PONY.
BROKEN to harness; a first class lady's Hack, and excellent Carriage Pony. Perfectly sound, and warranted quiet under saddle and in harness.
A PAIR OF BAY CARRIAGE PONIES.
A GREY CANTON PONY.
SEVERAL CAPITAL HACKS, good trotters, quiet and up to heavy weights.
Also two English made PONY CARRIAGES by Lenny of Croydon.
For full Particulars, Apply to F. S. G.,
Hongkong Telegraph Office,
Hongkong, April 3rd, 1882. [154]

Intimations.

WANTED, EMPLOYMENT by a young Man, as an ASSISTANT in a MERCANTILE OFFICE, or any other Establishment, salary Moderate. Address "J. J. B.," care of Office of this Paper.
Hongkong, 13th March, 1882. [197]

NOTICE.

ARRANGEMENTS have now been completed which will enable this Office to undertake all kinds of **JOB PRINTING.**
Including DIRECTORS' REPORTS, BOOKS, PAMPHLETS, BALL ROOM, and VISITING CARDS.
PROSPECTUSES.
DEBIT NOTES, LABELS.
PROGRAMMES OF ENTERTAINMENTS.
TRADE CIRCULARS and REPORTS, &c., &c., &c.

Accuracy and Best Workmanship guaranteed at the lowest possible rates.
"HONGKONG TELEGRAPH" OFFICE,
6, Peddar's Hill, 1st March, 1882.

HONGKONG RACES, 1882.

NOW READY, PRICE 25c.
A COMPLETE REPORT OF THE 'HONGKONG RACE MEETING' OF 1882.
IN PAMPHLET FORM, REPRINTED FROM THE "HONGKONG TELEGRAPH"
As only a limited number will be printed orders should be sent without delay to the "HONGKONG TELEGRAPH" OFFICE,
No. 6, Peddar's Hill.
Hongkong, 4th March, 1882.

THE "HONGKONG TELEGRAPH."

AN INDEPENDENT DAILY PAPER.
PUBLISHED EVERY AFTERNOON AT FOUR O'CLOCK, AT THE OFFICES NO. 6, PEDDAR'S HILL.
Terms of Subscription.—Yearly \$20; Half-yearly \$10; Monthly \$2; Single Copies 20 Cents each.

The cheapest and best advertising medium in Hongkong. Terms can be learnt on application.

A SPECIAL ADVERTISEMENT SHEET.

Published Daily at 10.30 a.m., and circulated free of charge throughout the Colony.
Hongkong, 1st April, 1882.

MEMOS FOR TO-DAY.

The steamship *Glamis Castle* left the harbour this morning for San Francisco with 949 Chinese passengers.

The P. & O. Co.'s mail steamer *Deccan* left for London shortly after 7 o'clock this morning.

The steamship *Cyclops* left for Shanghai this morning at daylight.

The steamship *Amoy* is advertised to leave for Shanghai at 5 o'clock this afternoon.

The Band of the Buffs will (weather permitting) play in the Public Gardens this evening, commencing at 5 o'clock.

The First Concert for the summer season will be held in the Temperance Hall this evening.

Shipping.

ARRIVALS.

April 4, PENELOPE, British steamer, 652, Kenderline, Saigon 30th April, Rice.—Melchers & Co.
April 4, LA VICTOIREUSE, French frigate, Captain de la Batié, Singapore 16th March.
April 4, CHEANG HOCK KIAN, British steamer 956, F. Webb, Singapore 29th March, General.—Sun Hin Chan.

April 5, BLACKHALLS, British str., 783, Granger, Saigon 31st March, Rice.—D. Musso & Co.
April 5, CANOPUS, British steamer, 1,818, R. H. Joy, Hongkong 29th March, Ballast and General.—Russell & Co.

April 5, CYCLOPS, British steamer, for Amoy and Shanghai.
April 5, YUTONG, British steamer, for Swatow.
April 5, CHARITE, French bark, for Whampoa.
April 5, HAINAN, British steamer, for Hoihow.
April 5, ALTON, British steamer, for Port and Oregon.

April 5, GREYHOUND, British str., for Hoihow.
April 5, GLAMIS CASTLE, British steamer, for San Francisco.
April 5, DECCAN, British steamer, for London.

PASSENGERS—ARRIVED.
Per *Penele*, str., from Saigon.—1 Chinese.
Per *Cheong Hock Kian*, str., from Singapore.—466 Chinese.
Per *Blackhalls*, str., from Saigon.—18 Chinese.
Per *Canopus*, str., from Hoihow.—1 European, DEPARTED.

Per *Deccan*, str., for Singapore from Hongkong.—Mrs. Michaelson and native servant Messrs. Worthington and H. M. Rosa.
Per *Yutong*, str., for Swatow.—Mr. R. L. Retalack (Buff).
Per *Hainan*, str., for London.—Dr. and Mrs. Mansson and 3 children, Mr. and Mrs. A. F. McEwen, Mr. and Mrs. W. Meighand and child, Mrs. Wardlaw, child, and 2 native servants, Messrs. J. Stewart and J. Gomeley.
Per *Alton*, str., from Saigon.—Mr. E. Stamps from Singapore.
Per *Glamis Castle*, str., for San Francisco.—949 Chinese.
Per *Blackhalls*, str., for Saigon.—10 Chinese.
Per *Glamis Castle*, str., for Shanghai.—4 Europeans and 1 Chinese.
Per *Yutong*, str., for Swatow.—150 Chinese.
Per *Cheong Hock Kian*, str., for Shanghai.—80 Chinese.
Per *Cyclops*, str., for Amoy, &c.—1 European and 250 Chinese.
Per *Hainan*, str., for Hoihow.—60 Chinese.

REPORTS.
The British steamship *Penele* reports left Saigon on the 20th at 11.20 p.m., and experienced fine weather throughout.
The British steamship *Cheong Hock Kian* reports left Singapore on the 20th March. Had light N.E. and East winds and fine weather throughout.
The British steamship *Blackhalls* reports left Saigon on the 31st March. Had fine weather and light wind from the N.E., with moderate breeze. On the 4th instant fresh Northerly breeze with hazy weather.

SHIPPING IN HONGKONG.

STEAMERS.

March 25, ALTON, British steamer, 1,611, J. Murray, Saigon 21st March, Rice and Ballast.—Russell & Co.
April 3, AMOY, British steamer, 814, H. Hermann, Canton and April, General.—Siemssen & Co.
March 20, ARABIC, British steamer, 2,787, W. G. Pearce, R.N.R., Liverpool 14th February, Sugar, 21st, and Singapore 13th March, General.—O. & O. S. Co.

April 1, ASIA, Danish steamer, 880, Diorup, Saigon, 27th March, Rice.—Ed. Schellhass & Co.
March 30, ATALANTA, German steamer, 700, E. G. Pfaff, Saigon 25th March, Rice.—K. Onn.
March 20, BAKAL, Russian steamer, 713, Shroff, Manila 17th March, General.—Captain.

April 2, CARLOS, German schooner, C. Hueston, Hamburg and Hongkong 24th March, General and Rice.—Ed. Schellhass & Co.
March 25, CARNARVONSHIRE, British steamer, 1,530, Patrick, Saigon 21st March, Rice.—Adams, Bell & Co.
Nov. 29, CHEN, American steamer, 373, Parker, Captain.

April 3, CHU-YEN, Chinese steamer, 1,123, Wallace, Canton and April, General.—C. M. S. N. Co.
Sept. 28, JONGQUEST, British steamer, 316, Ham-Jardine, Matheson & Co.
April 2, CONSOLATION, British steamer, 761, R. Young, Bangkok 28th March, Rice and General.—Yuen Fat Hong.

April 3, CRUSADE, British steamer, 646, Rowin, Saigon 30th March, Rice.—Fung Yuen & Co.
March 8, ESCAMILLA, British steamer, 1,041, Purvis, Kobe 1st March, Ballast.—Russell & Co.
Fame, British steamer, 117, stoppage (Aug. plying) Hongkong and Whampoa Dock Co.

April 2, HOOKANG, British steamer, 990, G. Anderson, Chinkiang 28th March, General, Ardine, Matheson & Co.
Feb. 15, FREYA, German steamer, 52, Homéyer, Yap 4th February, Ballast.—Blackhead & Co. (Kowloon Dock).
March 14, EVEM, Danish steamer, 509, I. C. Grove, Bangkok 3rd March, General.—Butterfield & Swire (Kowloon Dock).

April 2, JAPAN, British steamer, Gardner, Calcutta 18th March, Sand Head 19th, Penang 24th, and Singapore 27th, General.—D. Sassoon, Sons & Co.
Dec. 19, JUKANO, Spanish steamer, 654, Marquis, R. Mourou, (Cosmopolitan Dock).
April 2, LENOX, British steamer, 1,327, Scott, Calcutta 18th March, Penang 24th, and Singapore 26th, General.—Jardine, Matheson & Co.

July 7, LI TAI, Annamite steamer, 1,000, Li Ton Tack, Captain.
Jan. 14, NAMOA, British steamer, 862, Westoby, D. Laprak & Co.
April 2, SAIGON, French steamer, 674, Sibilet, Saigon 29th March, Rice.—Messageries Maritimes.

Nov. 24, SEA GULL, American steamer, 48, Hayden, China and Japan Insurance Co.
July 7, SHUN TIE, Annamite steamer, 93, Yuen Man Fu, Captain.
April 3, STRATHAIR, British steamer, 1,236, Fenwick, Singapore 27th March, Ballast.—Siemssen & Co.

March 28, SUZET, British steamer, 1,390, W. M. Dodd, San Francisco 26th February, General.—Russell & Co.
April 4, THALES, British steamer, 820, T. G. Pocock, Foochow 31st March, Amoy, 1st April, and Swatow 3rd, General.—D. Laprak & Co.

April 3, VOLMER, British steamer, 978, Helms, Canton 28th March, Rice.—Geo. B. Stevens & Co.
March 29, VORWARTS, Austro-Hungarian str., 1,817, G. Maruszig, Trieste 1st February, Aden, Bombay, and Singapore 21st March.—Melchers & Co.
April 3, ZAMBESI, British steamer, 1,540, L. H. Moulle, Yokohama 25th March, Mails and General.—P. & O. S. N. Co.

SAILING VESSELS.

March 30, AGATE, American bark, 626, Brown, Macassar 13th February, Rattian.—Captain.
March 30, ANNA, German bark, 447, W. Jessen, Bangkok 18th February, Wood and Rice.—Wieler & Co.
March 27, BERTHA, German bark, 443, Henne, Taiwanfo 24th March, sugar.—Wieler & Co.

March 31, BRAMBLETTE, British ship, 1,497, Pickard, Cardiff 4th November, Coal.—Captain.
Feb. 1, BODIL, German bark, 564, J. E. Hacke, Hamburg 26th September, General.—Carlowitz & Co.
March 24, CHARITE, French bark, 290, Leroy, Chelso 13th March, General.—Carlowitz & Co.

March 29, CHARLES STEWARD, American bark, 630, H. R. Powers, Manila 17th March, Ballast.—Master.
Feb. 23, CHATTANOOGA, American bark, 527, Howes, Newcastle 21st December, Coal.—D. Laprak & Co.
Jan. 1, COLOMA, Amer. bark, 853, C. M. Noyes, Rosario & Co.
Jan. 26, EDWARD REED, American bark, 1,178, B. Gilmore, Cardiff 21st August, Coal.—Russell & Co.

April 4, ELISE, German ship, 804, J. Winters, Hamburg 18th October, General.—Carlowitz & Co.
Feb. 10, ENDYMION, British bark, 750, T. R. Richardson, London 25th September, General.—Arnhold, Karberg & Co.
March 27, FORMOSA, British 3-m. schooner, 380, W. T. Quayle, Albany, King George's sound (W.A.) 14th February, sandalwood.—Siemssen & Co.

Jan. 28, FRITZ, German ship, 430, F. F. Lan-der, Cardiff 9th August, Coals.—Melchers & Co.
Jan. 16, H. W. DUDLEY, American bark, 1,128, W. Dudley.—Rosario & Co.
March 23, H. PRINZENBERG, German bark, 553, A. schoneemann, Rajang 15th February, Timber.—Melchers & Co.

March 24, HOTSURU, British bark, 527, H. Jack, Labuan 1st March, General.—Melchers & Co.
March 24, IBAZI, British bark, 327, W. A. Frenco, Bangkok 17th February, General.—Wieler & Co.
March 23, JONATHAN BOURNE, American bark, 1,472, A. Doane, Yokohama 11th March, Ballast.—D. H. Ward.

Feb. 26, J. A. BARLOA, American bark, 676, J. H. Kent, Newcastle 29th December, Coal.—D. Laprak & Co.
March 24, LAURA, German bark, 332, P. V. Ehren, Bangkok 9th February, Rice and Timber.—Ed. Schellhass & Co.
March 28, LIVINGSTON, German bark, 531, H. Boffens, Hamburg and November, General.—Carlowitz & Co.

Feb. 11, LUCIA, British bark, 640, Crowley, Liverpool 21st October, Coal.—Arnhold, Karberg & Co.
April 2, MARTHA, British bark, 853, McPherson, Swatow 30th March, Ballast.—Rosario & Co.
Jan. 26, MARY WHITRIDGE, American ship, 850, Geo. Freman, New York 17th August, Peat, timber, &c.—Russell & Co.

Feb. 2, NELLS-BL-SL, American barkentine, 1,111, D. Gould, Newcastle 7th December, Coal.—Arnhold, Karberg & Co.

HONGKONG—SAILING VESSELS.

(Continued).

March 25, PETER, German brig, 241, Holm, Bangkok 9th February, Wood.—Ed. Schellhass & Co.
Feb. 2, R. T. CLAYTON, American bark, 240, Thomas Davies, Laguanac 23rd Dec., and Santa Cruz 24th January, Lumber.—Order.
Jan. 26, SUMATRA, American ship, 1,072, C. C. Lock, Port Townsend 1st December, Timber.—Russell & Co.

March 7, TAKTAR, German brig, 256, T. Benje, Macassar 30th January, Rattians.—Melchers & Co.
Jan. 12, Wakefield, American bark, 887, Crowell, Rosario & Co.
March 19, WALLS CASTLE, British bark, 625, H. A. Brown, Hingosa and March, Timber.—Lane, Crawford & Co.

CANTON.

April 1, NINGMA, British steamer, 761, R. Cass, Shanghai 29th March, General.—Siemssen & Co.

WHAMPOA.

March 9, CHARTER OAK, American ship, 604, L. Gilkey, Higo 26th February, Ballast.—Captain.—(Cosmopolitan Dock).
March 23, ROCKWICK HAY, British bark, 490, P. H. Nicolson, Macassar 7th February, General.—Turner & Co.

RIVER STEAMERS.

Ichang, British steamer, 700, Ogston.—Butterfield & Swire.
Kiu-kiang, British steamer, 617, T. Behning.—Hongkong, Canton, & Macao steam-boat Co.
Kiang-ping, Chinese steamer, 360, Holmes.—C. M. S. N. Co.

Kiung-show, British steamer, 139, Goggin.—Kwok Acheong & Sons.
Pawan, British steamer, 1,890, A. Benning.—Hongkong, Canton, & Macao steam-boat Co.
Spark, British steamer, British, 140, Hoyland.—Hongkong, Canton, & Macao steam-boat Co.

White Cloud, British steamer, 280, Cary.—Hongkong, Canton, & Macao steam-boat Co.
Yot-sai, British steamer, 180, McDougall.—Kwok Acheong & Sons.

AMOY.

In Port on 27th March, 1882.
Andriolos, British bark, 400 (Murray)—Boyd & Co.
Anna Iertha, German bark, 468 (Krause)—Pasdag & Co.
E. v. Beaulieu, German bark, 350 (C. Osting)—Pasdag & Co.

Lee-yeh, British bark, 319 (Cargill)—Boyd & Co.
Omada, British bark, 480 (C. Bruce)—Boyd & Co.
W. siegfried, British bark, 393 (Hansen)—Pasdag & Co.

FOOCHOW.

In Port on 26th March, 1882.
Caroline, German schooner, 372 (Nichelsen)—Russell & Co.
Eden, British bark, 312 (Naim)—Kaw Hong Tak.
Kjoberhavn, Danish bark, 353 (Magleby)—Chinese.
Willie, British schooner, 247 (Badenoch)—Chinese.

SHANGHAI.

In Port on 28th March, 1882.
Almaia, American schooner, 387 (Lapham)—C. & J. Trading.
Batavia, British bark, 774 (Jenkins)—Nils Moller.
Campeletta and Ida, German bark, 402 (Ketels)—Siemssen & Co.

Catherine Marden, American sch., 287 (Marden)—Master.
Ching-tah, British bark, 456 (Schultz)—J. W. Muller & Co.
Chinese, British bark, 788 (Maber)—Morris & Co.

City of Montreal, American ship, 1,169 (Mudgell)—C. & J. Trading.
F. P. Litchfield, American bark, 1082 (spalding)—Adams, Bell & Co.
Hedvig, British bark, 375 (Hendro)—Nils Moller.
Hermann, German brig, 209 (Lemcke)—F. A. Burchard.

John Potts, British bark, 373 (Brown)—Morris & Co.
Kristina Nelson, Swedish bark, 281 (Peterson)—Russell & Co.
Marie Louise, German bark, 441 (Erickson)—Master.
Nylghau, German schooner